

RTIP ID# <i>(required)</i> LA0C8046				
TCWG Consideration Date: September 25, 2012				
Project Description <i>(clearly describe project)</i> <p>The proposed project would widen a 0.6-mile segment of Burbank Boulevard from Cleon Avenue to Lankershim Boulevard by approximately 13 feet on each side of the street. However, the east side of Vineland Avenue north of Burbank Boulevard would not be widened to avoid an adverse effect on the Circus Liquor Jr. Market sign (historic architectural resource). The widened portion of Burbank Boulevard would be restriped to include two lanes for through traffic, a left-turn lane, a bicycle lane, and a parking lane in each direction. Most of the sidewalk would be widened as part of the project. However, there would be some areas where the sidewalk would be reduced in width. Nonetheless, City of Los Angeles pedestrian safety requirements, including the required minimum width for sidewalks per the city's Standard Plan S-470-0, would continue to be met. Additional improvements would include adjusting multiple maintenance holes to bring them to grade, planting new trees, and relocating utilities, including power poles, streetlights, and traffic signals, where necessary.</p> <p>The project may require the acquisition of one parcel at 11178 Burbank Boulevard (assessor's parcel number 2350005030) to accommodate the expanded right-of-way. It would also require approximately 17 permanent easements from other parcels. The business at 11178 Burbank Boulevard, located on the southeast corner of the intersection of Klump Avenue and Burbank Boulevard, would be fully acquired by the city and demolished to accommodate the expanded right-of-way.</p> <p>Construction is anticipated to begin sometime in 2016 and have duration of approximately 24 months. During that time, at least one travel lane in each direction would be maintained. Street detours are not anticipated.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street				
County Los Angeles	Narrative Location/Route & Postmiles: 0.6-mile segment of Burbank Boulevard, from Cleon Avenue to Lankershim Boulevard (No Postmiles – not State Highway) Caltrans Projects – EA# N/A			
Lead Agency: City of Los Angeles Bureau of Engineering				
Contact Person Keith Cooper	Phone# 213-627-5376	Fax# 213-627-6853	Email keith.cooper@icfi.com	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 ✓ PM10 ✓				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action: 2014				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption		<input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2008	2008	2014	2016
End	2013	2013	2015	2018

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the project is to improve traffic flow, reduce traffic congestion, and provide street infrastructure improvements along Burbank Boulevard between Cleon Avenue and Lankershim Boulevard. Burbank Boulevard is classified as a Class II Major Highway. A Class II Major Highway is normally at least 80 feet wide; however, the segment of Burbank Boulevard between Lankershim Boulevard and Cleon Avenue is not a consistent width of at least 80 feet. By widening this segment, Burbank Boulevard would be at least 80 feet wide, thereby conforming to City of Los Angeles Class II Major Highway standards.

The proposed project aims to reduce congestion by removing an existing bottle-neck and maintaining an acceptable level of service along all of Burbank Boulevard.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Sensitive receptors in the vicinity of the project area (See Figure 1 for land uses in the vicinity of the project area) that could be affected by the proposed action include multi-family residential land uses located on Burbank Boulevard. Isolated heavy truck trips may occur in the project vicinity, as there are many commercial establishments along Burbank Avenue that require truck deliveries.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 1: Burbank Boulevard Opening Year LOS, AADT, Truck AADT and Truck Percentages:

Roadway Segment	Percent Truck Traffic ^a	2018 No Build Conditions			2018 Build Conditions		
		LOS	AADT	Truck AADT	LOS	AADT	Truck AADT
Burbank Blvd, west of Lankershim Ave	4%	C	35,955	1,524	C	37,751	1,601
Burbank Blvd, between Lankershim Ave and Vineland Ave	4%	D	26,466	1,087	B	30,674	1,260
Burbank Blvd, east of Cleon Ave	5%	C	22,055	1,007	D	24,103	1,100

^a Truck percentages were calculated using the data from the tables in Attachment B. Percentages have been rounded to the nearest percent.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 2: Burbank Boulevard Horizon Year LOS, AADT, Truck AADT and Truck Percentages:

Roadway Segment	Percent Truck Traffic ^a	2040 No Build Conditions			2040 Build Conditions		
		LOS	AADT	Truck AADT	LOS	AADT	Truck AADT
Burbank Blvd, west of Lankershim Ave	4%	C	39,000	1,654	D	40,795	1,730
Burbank Blvd, between Lankershim Ave and Vineland Ave	4%	E	28,181	1,158	B	32,390	1,331
Burbank Blvd, east of Cleon Ave	5%	D	24,105	1,100	D	26,153	1,194

^a Truck percentages were calculated using the data from the tables in Attachment B. Percentages have been rounded to the nearest percent.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 3: Cross-street Opening Year LOS, AADT, Truck AADT and Truck Percentages:

Roadway Segment	Percent Truck Traffic ^a	2018 No Build Conditions			2018 Build Conditions		
		LOS	AADT	Truck AADT	LOS	AADT	Truck AADT
Lankershim Blvd, north of Burbank Blvd	5%	C	36,536	1,739	C	37,264	1,774
Lankershim Blvd, south of Burbank Blvd	4%	C	39,697	1,723	D	40,922	1,777
Tujunga Ave, north of Burbank Blvd	7%	A	4,586	299	A	4,712	308
Tujunga Ave, south of Burbank Blvd	4%	A	4,776	203	A	5,108	217
Vineland Ave, north of Burbank Blvd	5%	A	29,163	1,358	B	30,204	1,407
Vineland Ave, south of Burbank Blvd	5%	A	28,884	1,582	B	30,003	1,642

^a Truck percentages were calculated using the data from the tables in Attachment B. Percentages have been rounded to the nearest percent.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 4: Cross-street Horizon Year LOS, AADT, Truck AADT and Truck Percentages:

Roadway Segment	Percent Truck Traffic ^a	2040 No Build Conditions			2040 Build Conditions		
		LOS	AADT	Truck AADT	LOS	AADT	Truck AADT
Lankershim Blvd, north of Burbank Blvd	5%	C	36,411	1,732	C	37,141	1,768
Lankershim Blvd, south of Burbank Blvd	4%	D	41,930	1,820	D	43,156	1,875
Tujunga Ave, north of Burbank Blvd	7%	A	5,315	347	A	5,441	354
Tujunga Ave, south of Burbank Blvd	4%	A	5,388	229	A	5,719	242
Vineland Ave, north of Burbank Blvd	5%	B	30,876	1,438	B	31,916	1,486
Vineland Ave, south of Burbank Blvd	5%	B	30,596	1,675	B	31,715	1,736

^a Truck percentages were calculated using the data from the tables in Attachment B. Percentages have been rounded to the nearest percent.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

As detailed above under *Purpose and Need*, the project aims to reduce congestion by removing an existing bottle-neck to maintain an acceptable level of service along Burbank Boulevard, and to conform to City of Los Angeles Class II Major Highway Standards. Widening Burbank Boulevard would provide additional capacity to peak hour traffic. ADT on the segments adjacent to Burbank Boulevard would increase by as much as 4,200 over no build conditions. As a result of the increased capacity and ADT, four segments would experience a decrease in LOS, one segment would experience an improvement in LOS, and four would experience no change in LOS in the opening year over no build conditions.

In the horizon year, ADT would also increase by as much as 4,200 over no build conditions. As a result, one segment would experience a decrease in LOS, one segment would experience an increase in LOS, and seven segments would experience no change in LOS over no build conditions.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The proposed project is not a project of air quality concern because the project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for Projects of Air Quality Concern:

(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;

The project is not a new or expanded highway project (it is a change to an existing regionally significant street). In addition, Table 12 in Attachment A (Table 1 above) indicates maximum ADT in the opening year (2018) is 40,922, with maximum truck ADT at 1,777, corresponding to a truck percentage of 4%. Table 14 in Attachment A (Table 2 above) indicates that, in the horizon year (2040), maximum ADT is 43,155 with maximum truck ADT at 1,875, corresponding to a truck percentage of 4%. Maximum truck ADT for both opening and horizon years would be well below the EPA's POAQC guidance criteria of 125,000 and 8% trucks (10,000 truck ADT) along all roadway segments.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project

Tables 12 and 14 in Attachment A (Tables 2 and 4 above) indicate that the project affects roadway segments that are at Level-of-Service D, E, and F. Increased capacity due to the widening of Burbank Boulevard would decrease LOS over no build conditions at one and four segments in the opening and horizon years, respectively. However, maximum truck ADT is 1,777 in the opening year and 1,875 in the horizon year, which is well below the EPA's POAQC guidance criteria of 10,000 truck ADT.

(iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;

The proposed project does not include the construction of a new bus or rail terminal.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location

The proposed project does not expand an existing bus or rail terminal.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation

The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.



TABLE 1 SIGNALIZED INTERSECTION LOS CRITERIA		
Level of Service	Description	V/C Ratio
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0.000-0.600
B	Operations with low delay occurring with good progression and/or short cycle lengths.	0.601-0.700
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	0.701-0.800
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	0.801-0.900
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	0.901-1.000
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Over 1.000
Source: <i>Highway Capacity Manual</i> (Transportation Research Board, 2000).		

TABLE 2 ROADWAY SEGMENT LOS CRITERIA		
Level of Service	Description	V/C Ratio
A	Describes primarily free-flow operations at average travel speeds, usually about 90% of the free-flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.	0.000-0.600
B	Represents reasonably unimpeded operations at average travel speeds usually about 70% of the free-flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.	0.601-0.700
C	Represents stable operations. However, ability to maneuver and change lanes in midblock locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50% of the average free-flow speed for the arterial class.	0.701-0.800
D	Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40% of the free-flow speed.	0.801-0.900
E	Is characterized by significant approach delays and average travel speeds of one-third the free-flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.	0.901-1.000
F	Characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.	Over 1.000
Source: <i>Highway Capacity Manual</i> (Transportation Research Board, 2000).		

TABLE 3 INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING CONDITIONS					
Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	1.237	F	1.036	F
2. Burbank Boulevard & Vineland Avenue	Signalized	0.801	D	0.919	E

TABLE 4 ROADWAY SEGMENT ANALYSIS – EXISTING CONDITIONS												
Segment	Classification	Daily Capacity	Hourly Capacity	Daily			AM Peak Hour			PM Peak Hour		
				Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service
Burbank Boulevard												
West of Lankershim Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	34,789	0.696	B	2,645	0.827	D	2,531	0.791	C
Between Lankershim Blvd & Vineland Ave	Major Highway Class II, 2 Lanes	30,000	1,600	25,846	0.862	D	1,739	1.087	F	1,883	1.177	F
East Of Cleon Ave	Major Highway Class II, 2 Lanes	30,000	1,600	21,538	0.718	C	1,504	0.940	E	1,732	1.083	F
Lankershim Boulevard												
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	34,643	0.693	B	2,229	0.697	B	2,652	0.829	D
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	37,406	0.748	C	2,799	0.875	D	2,840	0.888	D
Tujunga Avenue												
North Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	4,479	0.149	A	302	0.216	A	336	0.240	A
South Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	4,664	0.155	A	418	0.299	A	302	0.216	A
Vineland Avenue												
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	28,352	0.567	A	2,146	0.671	B	2,087	0.652	B
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	28,079	0.562	A	2,247	0.702	C	2,080	0.650	B

TABLE 5					
INTERSECTION LEVEL OF SERVICE ANALYSIS – 2018 CONDITIONS					
Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	1.297	F	1.078	F
2. Burbank Boulevard & Vineland Avenue	Signalized	0.825	D	0.946	E

TABLE 6												
ROADWAY SEGMENT ANALYSIS – 2018 NO PROJECT CONDITIONS												
Segment	Classification	Daily Capacity	Hourly Capacity	Daily			AM Peak Hour			PM Peak Hour		
				Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service
Burbank Boulevard												
West of Lankershim Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	35,955	0.719	C	2,728	0.853	D	2,622	0.819	D
Between Lankershim Blvd & Vineland Ave	Major Highway Class II, 2 Lanes	30,000	1,600	26,466	0.882	D	1,781	1.113	F	1,928	1.205	F
East Of Cleon Ave	Major Highway Class II, 2 Lanes	30,000	1,600	22,055	0.735	C	1,540	0.963	E	1,774	1.109	F
Lankershim Boulevard												
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	36,536	0.731	C	2,335	0.730	C	2,792	0.873	D
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	39,697	0.794	C	2,939	0.918	E	3,014	0.942	E
Tujunga Avenue												
North Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	4,586	0.153	A	309	0.221	A	344	0.246	A
South Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	4,776	0.159	A	428	0.306	A	309	0.221	A
Vineland Avenue												
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	29,163	0.583	A	2,213	0.692	B	2,153	0.673	B
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	28,884	0.578	A	2,316	0.724	C	2,146	0.671	B

TABLE 7					
INTERSECTION LEVEL OF SERVICE ANALYSIS – 2040 NO PROJECT CONDITIONS					
Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	1.346	F	1.178	F
2. Burbank Boulevard & Vineland Avenue	Signalized	0.917	E	1.139	F

TABLE 8												
ROADWAY SEGMENT ANALYSIS – 2040 NO PROJECT CONDITIONS												
Segment	Classification	Daily Capacity	Hourly Capacity	Daily			AM Peak Hour			PM Peak Hour		
				Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service
Burbank Boulevard												
West of Lankershim Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	38,999	0.780	C	2,945	0.920	E	2,818	0.881	D
Between Lankershim Blvd & Vineland Ave	Major Highway Class II, 2 Lanes	30,000	1,600	28,180	0.939	E	1,647	1.029	F	2,035	1.272	F
East Of Cleon Ave	Major Highway Class II, 2 Lanes	30,000	1,600	24,105	0.804	D	1,651	1.032	F	1,899	1.187	F
Lankershim Boulevard												
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	36,412	0.728	C	2,372	0.741	C	2,865	0.895	D
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	41,930	0.839	D	3,166	0.989	E	3,219	1.006	F
Tujunga Avenue												
North Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	5,315	0.177	A	364	0.260	A	412	0.294	A
South Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	5,388	0.180	A	463	0.331	A	400	0.286	A
Vineland Avenue												
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	30,875	0.618	B	2,305	0.720	C	2,233	0.698	B
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	30,596	0.612	B	2,378	0.743	C	2,222	0.694	B

TABLE 9
INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING PLUS PROJECT CONDITIONS

Intersection	Control	EXISTING CONDITIONS				EXISTING PLUS PROJECT CONDITIONS					
		AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
		V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	Δ V/C
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	1.237	F	1.036	F	1.286	F	0.049	1.139	F	0.103
2. Burbank Boulevard & Vineland Avenue	Signalized	0.801	D	0.919	E	0.867	D	0.066	0.872	D	-0.047

TABLE 10
ROADWAY SEGMENT ANALYSIS – EXISTING PLUS PROJECT CONDITIONS

Segment	Classification	Daily Capacity	Hourly Capacity	EXISTING CONDITIONS									EXISTING PLUS PROJECT CONDITIONS											
				Daily			AM Peak Hour			PM Peak Hour			Daily				AM Peak Hour				PM Peak Hour			
				Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C
Burbank Boulevard																								
West of Lankershim Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	34,789	0.696	B	2,645	0.827	D	2,531	0.791	C	36,585	0.732	C	0.036	2,848	0.890	D	0.06	2,714	0.848	D	0.06
Between Lankershim Blvd & Vineland Ave	Major Highway Class II, 2 Lanes	30,000	1,600	25,846	0.862	D	1,739	1.087	F	1,883	1.177	F	30,054	0.601	B	-0.260	2,173	0.679	B	-0.41	2,295	0.717	C	-0.46
East Of Cleon Ave	Major Highway Class II, 2 Lanes	30,000	1,600	21,538	0.718	C	1,504	0.940	E	1,732	1.083	F	23,586	0.786	C	0.068	1,710	1.069	F	0.13	1,921	1.201	F	0.12
Lankershim Boulevard																								
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	34,643	0.693	B	2,229	0.697	B	2,652	0.829	D	35,371	0.707	C	0.015	2,318	0.724	C	0.03	2,768	0.865	D	0.04
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	37,406	0.748	C	2,799	0.875	D	2,840	0.888	D	38,631	0.773	C	0.025	2,920	0.912	E	0.04	2,928	0.915	E	0.03
Tujunga Avenue																								
North Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	4,479	0.149	A	302	0.216	A	336	0.240	A	4,605	0.154	A	0.004	318	0.227	A	0.01	357	0.255	A	0.01
South Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	4,664	0.155	A	418	0.299	A	302	0.216	A	4,996	0.167	A	0.011	423	0.302	A	0.00	306	0.218	A	0.00
Vineland Avenue																								
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	28,352	0.567	A	2,146	0.671	B	2,087	0.652	B	29,393	0.588	A	0.021	2,301	0.719	C	0.05	2,249	0.703	C	0.05
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	28,079	0.562	A	2,247	0.702	C	2,080	0.650	B	29,198	0.584	A	0.022	2,320	0.725	C	0.02	2,141	0.669	B	0.02

TABLE 11**INTERSECTION LEVEL OF SERVICE ANALYSIS – 2018 PLUS PROJECT CONDITIONS**

Intersection	Control	2018 NO PROJECT CONDITIONS				2018 PLUS PROJECT CONDITIONS					
		AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
		V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	Δ V/C
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	1.297	F	1.078	F	1.346	F	0.049	1.181	F	0.103
2. Burbank Boulevard & Vineland Avenue	Signalized	0.825	D	0.946	E	0.890	D	0.065	0.895	D	-0.051

TABLE 12																								
ROADWAY SEGMENT ANALYSIS – 2018 PLUS PROJECT CONDITIONS																								
Segment	Classification	Daily Capacity	Hourly Capacity	2018 NO PROJECT CONDITIONS									2018 WITH PROJECT CONDITIONS											
				Daily			AM Peak Hour			PM Peak Hour			Daily				AM Peak Hour				PM Peak Hour			
				Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C
Burbank Boulevard																								
West of Lankershim Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	35,955	0.719	C	2,728	0.853	D	2,622	0.819	D	37,751	0.755	C	0.036	2,931	0.916	E	0.063	2,805	0.877	D	0.057
Between Lankershim Blvd & Vineland Ave	Major Highway Class II, 2 Lanes	30,000	1,600	26,466	0.882	D	1,781	1.113	F	1,928	1.205	F	30,674	0.613	B	-0.269	2,215	0.692	B	-0.421	2,340	0.731	C	-0.474
East Of Cleon Ave	Major Highway Class II, 2 Lanes	30,000	1,600	22,055	0.735	C	1,540	0.963	E	1,774	1.109	F	24,103	0.803	D	0.068	1,746	1.091	F	0.129	1,963	1.227	F	0.118
Lankershim Boulevard																								
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	36,536	0.731	C	2,335	0.730	C	2,792	0.873	D	37,264	0.745	C	0.015	2,424	0.758	C	0.028	2,908	0.909	E	0.036
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	39,697	0.794	C	2,939	0.918	E	3,014	0.942	E	40,922	0.818	D	0.025	3,060	0.956	E	0.038	3,102	0.969	E	0.028
Tujunga Avenue																								
North Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	4,586	0.153	A	309	0.221	A	344	0.246	A	4,712	0.157	A	0.004	325	0.232	A	0.011	365	0.260	A	0.015
South Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	4,776	0.159	A	428	0.306	A	309	0.221	A	5,108	0.170	A	0.011	433	0.309	A	0.004	313	0.223	A	0.003
Vineland Avenue																								
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	29,163	0.583	A	2,213	0.692	B	2,153	0.673	B	30,204	0.604	B	0.021	2,368	0.740	C	0.048	2,315	0.723	C	0.051
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	28,884	0.578	A	2,316	0.724	C	2,146	0.671	B	30,003	0.600	B	0.022	2,389	0.747	C	0.023	2,207	0.690	B	0.019

TABLE 13**INTERSECTION LEVEL OF SERVICE ANALYSIS – 2040 PLUS PROJECT CONDITIONS**

Intersection	Control	2040 NO PROJECT CONDITIONS				2040 PLUS PROJECT CONDITIONS					
		AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
		V/C	LOS	V/C	LOS	V/C	LOS	$\Delta V/C$	V/C	LOS	$\Delta V/C$
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	1.346	F	1.178	F	1.416	F	0.070	1.237	F	0.059
2. Burbank Boulevard & Vineland Avenue	Signalized	0.917	E	1.139	F	0.962	E	0.045	1.034	F	-0.105

TABLE 14																								
ROADWAY SEGMENT ANALYSIS – 2040 PLUS PROJECT CONDITIONS																								
Segment	Classification	Daily Capacity	Hourly Capacity	2040 NO PROJECT CONDITIONS									2040 PLUS PROJECT CONDITIONS											
				Daily			AM Peak Hour			PM Peak Hour			Daily				AM Peak Hour				PM Peak Hour			
				Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C
Burbank Boulevard																								
West of Lankershim Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	38,999	0.780	C	2,945	0.920	E	2,818	0.881	D	40,795	0.816	D	0.036	3,175	0.992	E	0.072	3,010	0.941	E	0.060
Between Lankershim Blvd & Vineland Ave	Major Highway Class II, 2 Lanes	30,000	1,600	28,180	0.939	E	1,647	1.029	F	2,035	1.272	F	32,388	0.648	B	-0.292	2,078	0.649	B	-0.380	2,595	0.811	D	-0.461
East Of Cleon Ave	Major Highway Class II, 2 Lanes	30,000	1,600	24,105	0.804	D	1,651	1.032	F	1,899	1.187	F	26,153	0.872	D	0.068	1,831	1.144	F	0.113	2,059	1.287	F	0.100
Lankershim Boulevard																								
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	36,412	0.728	C	2,372	0.741	C	2,865	0.895	D	37,140	0.743	C	0.015	2,457	0.768	C	0.027	3,011	0.941	E	0.046
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	41,930	0.839	D	3,166	0.989	E	3,219	1.006	F	43,155	0.863	D	0.025	3,402	1.063	F	0.074	3,348	1.046	F	0.040
Tujunga Avenue																								
North Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	5,315	0.177	A	364	0.260	A	412	0.294	A	5,441	0.181	A	0.004	379	0.271	A	0.011	459	0.328	A	0.033
South Of Burbank Blvd	Secondary, 2 Lanes	30,000	1,400	5,388	0.180	A	463	0.331	A	400	0.286	A	5,720	0.191	A	0.011	473	0.338	A	0.007	405	0.290	A	0.004
Vineland Avenue																								
North Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	30,875	0.618	B	2,305	0.720	C	2,233	0.698	B	31,916	0.638	B	0.021	2,521	0.788	C	0.068	2,584	0.808	D	0.110
South Of Burbank Blvd	Major Highway Class II, 4 Lanes	50,000	3,200	30,596	0.612	B	2,378	0.743	C	2,222	0.694	B	31,715	0.634	B	0.022	2,417	0.755	C	0.012	2,285	0.714	C	0.020

ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
EXISTING CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	2,508	9	104	25	2,646
PM	2,429	15	78	8	2,530
DAILY	33,213	102	1,288	187	34,790
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	1,634	9	79	16	1,738
PM	1,812	16	40	15	1,883
DAILY	24,691	94	876	185	25,846
Burbank Boulevard east of Cleon Avenue					
AM	1,415	6	74	8	1,503
PM	1,658	2	68	4	1,732
DAILY	20,488	67	866	117	21,538
Lankershim Boulevard north of Burbank Boulevard					
AM	2,102	15	94	18	2,229
PM	2,530	15	93	13	2,651
DAILY	32,803	192	1,441	208	34,644
Lankershim Boulevard south of Burbank Boulevard					
AM	2,649	18	114	20	2,801
PM	2,711	21	90	19	2,841
DAILY	35,582	200	1,408	217	37,407
Tujunga Avenue north of Burbank Boulevard					
AM	270	5	27	-	302
PM	315	2	17	2	336
DAILY	4,147	39	266	27	4,479
Tujunga Avenue south of Burbank Boulevard					
AM	394	-	18	6	418
PM	294	-	6	2	302
DAILY	4,450	16	160	38	4,664
Vineland Avenue north of Burbank Boulevard					
AM	2,003	16	110	18	2,147
PM	1,980	13	75	18	2,086
DAILY	26,866	166	1,132	188	28,352
Vineland Avenue south of Burbank Boulevard					
AM	2,094	14	120	19	2,247
PM	1,970	13	83	15	2,081
DAILY	26,377	165	1,305	232	28,079

ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
2018 CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	2,586	9	107	25	2,727
PM	2,516	16	81	9	2,622
DAILY	34,326	105	1,331	193	35,955
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	1,675	9	82	16	1,782
PM	1,856	16	41	15	1,928
DAILY	25,283	96	897	190	26,466
Burbank Boulevard east of Cleon Avenue					
AM	1,449	6	75	9	1,539
PM	1,698	2	70	4	1,774
DAILY	20,979	68	887	120	22,054
Lankershim Boulevard north of Burbank Boulevard					
AM	2,204	15	98	19	2,336
PM	2,664	16	99	14	2,793
DAILY	34,595	202	1,520	219	36,536
Lankershim Boulevard south of Burbank Boulevard					
AM	2,781	19	119	21	2,940
PM	2,876	22	96	20	3,014
DAILY	37,762	212	1,493	230	39,697
Tujunga Avenue north of Burbank Boulevard					
AM	276	5	27	-	308
PM	322	2	17	2	343
DAILY	4,247	40	272	27	4,586
Tujunga Avenue south of Burbank Boulevard					
AM	403	-	18	6	427
PM	301	-	6	2	309
DAILY	4,558	16	164	39	4,777
Vineland Avenue north of Burbank Boulevard					
AM	2,065	16	113	18	2,212
PM	2,043	13	78	19	2,153
DAILY	27,635	171	1,165	193	29,164
Vineland Avenue south of Burbank Boulevard					
AM	2,158	14	123	19	2,314
PM	2,031	13	85	16	2,145
DAILY	27,133	170	1,343	239	28,885

ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
2040 CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	2,792	10	116	27	2,945
PM	2,705	17	88	9	2,819
DAILY	37,232	114	1,444	210	39,000
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	1,548	9	75	15	1,647
PM	1,959	17	43	16	2,035
DAILY	26,921	102	955	203	28,181
Burbank Boulevard east of Cleon Avenue					
AM	1,554	7	81	9	1,651
PM	1,818	2	75	5	1,900
DAILY	22,930	75	969	131	24,105
Lankershim Boulevard north of Burbank Boulevard					
AM	2,238	16	99	19	2,372
PM	2,733	16	101	15	2,865
DAILY	34,478	201	1,514	218	36,411
Lankershim Boulevard south of Burbank Boulevard					
AM	2,995	20	128	22	3,165
PM	3,072	23	102	21	3,218
DAILY	39,886	224	1,577	243	41,930
Tujunga Avenue north of Burbank Boulevard					
AM	325	6	33	-	364
PM	386	3	21	2	412
DAILY	4,922	46	315	32	5,315
Tujunga Avenue south of Burbank Boulevard					
AM	436	-	20	7	463
PM	390	-	8	2	400
DAILY	5,141	18	185	44	5,388
Vineland Avenue north of Burbank Boulevard					
AM	2,150	17	118	19	2,304
PM	2,119	13	80	19	2,231
DAILY	29,257	181	1,233	205	30,876
Vineland Avenue south of Burbank Boulevard					
AM	2,217	15	128	20	2,380
PM	2,103	13	88	16	2,220
DAILY	28,741	180	1,422	253	30,596

ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
EXISTING + PROJECT CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	2,700	9	112	26	2,847
PM	2,605	17	85	9	2,716
DAILY	34,927	107	1,354	197	36,585
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	2,042	11	99	20	2,172
PM	2,209	19	49	18	2,295
DAILY	28,711	109	1,018	215	30,053
Burbank Boulevard east of Cleon Avenue					
AM	1,609	7	84	10	1,710
PM	1,839	2	75	5	1,921
DAILY	22,437	73	948	128	23,586
Lankershim Boulevard north of Burbank Boulevard					
AM	2,187	15	97	19	2,318
PM	2,641	15	98	14	2,768
DAILY	33,493	196	1,471	212	35,372
Lankershim Boulevard south of Burbank Boulevard					
AM	2,763	19	118	21	2,921
PM	2,794	21	93	19	2,927
DAILY	36,747	206	1,453	224	38,630
Tujunga Avenue north of Burbank Boulevard					
AM	284	5	28	-	317
PM	334	3	18	2	357
DAILY	4,265	40	273	27	4,605
Tujunga Avenue south of Burbank Boulevard					
AM	399	-	18	6	423
PM	297	-	6	2	305
DAILY	4,767	17	171	41	4,996
Vineland Avenue north of Burbank Boulevard					
AM	2,146	17	118	19	2,300
PM	2,135	14	82	20	2,251
DAILY	27,853	172	1,174	195	29,394
Vineland Avenue south of Burbank Boulevard					
AM	2,162	14	124	19	2,319
PM	2,027	13	85	16	2,141
DAILY	27,429	172	1,356	241	29,198

ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
2018 + PROJECT CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	2,778	10	116	27	2,931
PM	2,692	17	87	9	2,805
DAILY	36,040	110	1,398	203	37,751
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	2,081	12	101	20	2,214
PM	2,252	20	50	18	2,340
DAILY	29,303	111	1,040	220	30,674
Burbank Boulevard east of Cleon Avenue					
AM	1,643	7	86	10	1,746
PM	1,878	2	77	5	1,962
DAILY	22,928	75	969	131	24,103
Lankershim Boulevard north of Burbank Boulevard					
AM	2,287	16	101	20	2,424
PM	2,775	16	103	15	2,909
DAILY	35,284	206	1,550	224	37,264
Lankershim Boulevard south of Burbank Boulevard					
AM	2,895	20	124	22	3,061
PM	2,961	23	98	20	3,102
DAILY	38,927	218	1,539	238	40,922
Tujunga Avenue north of Burbank Boulevard					
AM	290	6	29	-	325
PM	341	3	18	2	364
DAILY	4,364	41	280	28	4,713
Tujunga Avenue south of Burbank Boulevard					
AM	408	-	19	6	433
PM	304	-	6	2	312
DAILY	4,874	17	175	42	5,108
Vineland Avenue north of Burbank Boulevard					
AM	2,210	18	121	20	2,369
PM	2,197	14	84	20	2,315
DAILY	28,620	177	1,206	201	30,204
Vineland Avenue south of Burbank Boulevard					
AM	2,228	15	128	20	2,391
PM	2,089	13	88	16	2,206
DAILY	28,184	177	1,394	248	30,003